

## § 8.500

(1) The Commandant revokes the classification society's recognition, as specified in § 8.260; or

(2) The classification society fails to comply with the conditions of the authorization agreement as specified in § 8.130.

(b) In the event that a flag administration of a country changes conditions related to the authority that is delegated to ABS, the Commandant may modify or revoke the Coast Guard's authorization of that classification society that has its headquarters in that country.

(c) Certificates issued by a classification society which has had its authorization to participate in the Alternate Compliance Program terminated, will be subject to the provisions of § 8.330.

(d) Owners or operators of vessels enrolled in the ACP and classed by a classification society that has its authority to participate in the ACP terminated, must:

(1) Change the classification society for the vessel to a classification society that is authorized to participate in the ACP; or

(2) Disenroll the vessel from the ACP.

(e) The Coast Guard will provide guidance to a vessel owner affected by the revocation of a classification society's authority to participate in the ACP. This will include notification of when the action required under paragraph (d) of this section must be completed.

[CGD 95-010, 62 FR 67532, Dec. 24, 1997, as amended by USCG-2004-18884, 69 FR 58342, Sept. 30, 2004]

## Subpart E—Streamlined Inspection Program

SOURCE: CGD 96-055, 63 FR 44353, Aug. 18, 1998, unless otherwise noted.

### § 8.500 Purpose.

(a) This subpart establishes the Streamlined Inspection Program (SIP) which is a voluntary alternative inspection program for U.S. documented or registered vessels required to maintain a valid certificate of inspection (COI).

(b) This subpart sets out the eligibility and application requirements

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and the plan development and approval procedures for enrollment of companies and their vessels in the SIP.

### § 8.505 Scope and applicability.

(a) This subpart applies to U.S. documented or registered vessels that have a valid COI.

(b) A vessel enrolled in the SIP will be inspected in accordance with its approved Vessel Action Plan (VAP).

(c) The SIP includes all inspections required to renew and maintain a valid COI. The SIP does not include dry-dock examinations, unscheduled inspections related to vessel casualties, equipment repair or replacement, or vessel modifications. Those inspections will be conducted in accordance with the subparts applicable to the vessel.

### § 8.510 Definitions.

The following definitions apply to this subpart:

*Civil penalty* means a final assessment under the provisions of 33 CFR part 1, subpart 1.07 or part 20 of this chapter.

*Coast Guard SIP Advisor* means the Coast Guard marine inspector assigned by the Officer in Charge, Marine Inspection (OCMI), to assist in the development of an action plan.

*Company* means the owner of the vessel or any other organization or person, such as the manager or the bareboat charterer, who operates a vessel under the SIP.

*Company Action Plan (CAP)* means the document describing a company's organization, policies, and responsibilities required for participation in the SIP.

*Company SIP Agent* means the individual who is responsible for the Company Action Plan and the Vessel Action Plan development and implementation and who has the authority to bind the company to the terms of these plans.

*Correction Report* means a document which sets out specific vessel deficiencies and is used to record their correction by the company.

*Documented deficiency* means an incident documented in a Coast Guard record in which the condition of a vessel, its equipment, or its operation was not in compliance with Coast Guard regulations.

*Examination Checklist* means any document or form approved in the VAP, that may be used by company employees to record the periodic examinations required by the VAP.

*Inspection Criteria References (ICR)* means the individual pages in the VAP that list each item on the vessel required by regulation to be periodically inspected.

*Inspection Schedule and Verification (ISV)* means the document that lists the items to be inspected and the intervals for their inspection, and on which is recorded the completion of required examinations and tests conducted by designated company employees.

*Prototype SIP plan* means the SIP plans developed for a company or vessel participating in a Coast Guard District-or OCMI-endorsed SIP before August 18, 1998.

*Reportable casualty* means a marine casualty or accident required to be reported under 46 CFR part 4, subpart 4.05 of this chapter.

*Streamlined Inspection Program (SIP)* means the alternative inspection program set out in this subpart.

*Vessel Action Plan (VAP)* means the document that prescribes procedures for maintenance, examination, and inspection of a vessel enrolled in the SIP.

#### § 8.515 Eligibility.

- (a) The company must—
  - (1) Have owned or operated at least one U.S. documented or registered vessel for a minimum of 3 consecutive years before the SIP application date; and
  - (2) Have paid all civil penalties and user fees.
- (b) Except as allowed by paragraph (c) of this section, each vessel must—
  - (1) Have been in operation with an eligible owner or operator for at least 3 consecutive years before the SIP application date;
  - (2) Have had no revocation of its COI during the 3 years before the SIP application date; and
  - (3) Have no documented deficiency for any of the following in the 3 years before the SIP application date:
    - (i) Any vessel operation inconsistent with the operating details specified on its COI.

- (ii) Operating without the required amount of lifesaving appliances on board the vessel or with inoperable survival craft.

- (iii) Operating without the required firefighting equipment on board the vessel or with an inoperable fire pump(s).

- (iv) Unauthorized modifications to the vessel's approved systems or structure, such as fixed firefighting systems, pollution prevention arrangements, overcurrent protection devices, or watertight boundary arrangements.

- (v) Operating without the required navigation equipment on board the vessel or with inoperable navigation equipment.

(c) A vessel constructed for, or acquired by, a company with one or more vessels enrolled in the SIP need not meet the requirement in paragraph (b)(1) of this section for enrollment in the SIP, provided that the vessel holds a valid COI issued by the OCMI where the vessel will principally operate.

#### § 8.520 Application.

To apply for SIP enrollment, a company will submit an application, in writing, to the cognizant OCMI. The application must contain the following:

- (a) A statement that the company and prospective vessel(s) meet the requirements of § 8.515.
- (b) A summation of the company's current status in relation to § 8.530(a).
- (c) The name and official number of the vessel(s) the company intends to enroll in the SIP.
- (d) The name and contact information for the Company SIP Agent.

#### § 8.525 OCMI review and action.

(a) The cognizant OCMI will review Coast Guard records for the 3 years before the SIP application date to verify the eligibility of the company and each vessel listed in the SIP application.

(b) If the company and one or more of its vessels meets the eligibility requirements contained in § 8.515, the cognizant OCMI will notify the company of its eligibility and assign a Coast Guard SIP Advisor.

(c) If, according to Coast Guard records, a company or vessel does not meet the eligibility requirements contained in § 8.515, the cognizant OCMI